

Hongkong Daily Press.

ESTABLISHED 1857.

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New Advertisements will be found on page 4.

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China of To-day or the Yellow Peril.

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DEATHS.

At Shanghai, on the 29th August, SARAH ROSE ANNE, wife of William Weston Clifford, and only daughter of the late John Clifford, of Lumper.

On the 30th August, at Shanghai, WILLIAM T. infant son of P. B. PATTERSON, Captain Superintendent of Police, aged one month.

The Daily Press.

HONGKONG, September 6th, 1900

THE new Blue-book, "China No. 3, 1900," is a work of 115 pages, comprising 277 telegrams, letters, and documents relating to the present crisis in China, from Sir CLAUDE MACDONALD's message of the 4th January, announcing the murder of the Rev. S. M. BROOKS in Shantung, to a translation of an Imperial Edict, dated the 29th June and communicated to the British Government by the Chinese Ambassador in London on the 13th July. In this mass of correspondence the development of the attitude of the Imperial Government towards the "Boxers" can be clearly traced. On the first receipt of the news of Mr. Brooks' murder, the Emperor and Empress Dowager are "incensed at this deplorable event;" they "have commanded that all the officials within whose jurisdiction the outrage was committed be disgraced by being deprived of their ranks and honours until such time as they shall have succeeded in arresting the guilty parties;" the Tsungli Yamen "express their deepest sorrow." Yet the late Governor of Shantung, YU HSIEN, to whose anti-Christian sympathies were directly due the Shantung outrages, is in March found to be appointed to Shanai. The actual murderers of the unfortunate missionary, however, were executed, their assistants heavily punished, and the district magistrate of Fei Ch'eng, where the murder took place, dismissed and denounced to the throne. Two neighbouring magistrates, whom Sir CLAUDE MACDONALD states to be equally culpable, the Yamen refused to punish, as the outrage did not take place in their districts. On the 11th April Lord SALISBURY, in reply to a note of the Chinese Ambassador, who "felt assured that the exemplary punishment inflicted on the murderers and officials" would be regarded as a satisfactory settlement of the occurrence, pointed

out that Yu Hsien had been appointed Governor of another province, and that thus the settlement was not regarded as wholly satisfactory. In the meanwhile Sir CLAUDE MACDONALD had on the 27th January, in conjunction with the American, French, German, and Italian Ministers at Peking, addressed a note to the Tsungli Yamen, asking for an Imperial Decree specifically denouncing the anti-Christian Societies in Shantung and Chihli, and receiving no reply wrote again on the 21st February. An unsatisfactory answer was received, stating that the Governors of the provinces should put an end to the disturbances, so the Tsungli Yamen were asked for an interview. This was accorded on the 2nd March, the Ministers on the night before receiving from the Yamen a copy of a Proclamation by the Governor-General of Chihli, embodying an Imperial Decree, in which the Boxers were denounced in unambiguous terms. In view, however, of the delay of the Chinese Government, the Ministers insisted on presenting a note asking for the publication in the Peking Gazette of a Decree ordering the suppression of the "Boxer" and "Big Sword" Societies. The Yamen promised to consider the question and send a reply. This reply, when it came, maintained the impossibility of publishing the required decree in the Gazette, and on the 10th March the Ministers sent a note reiterating the demand and adding that in the event of a refusal they would recommend their Governments to adopt other measures to protect their nationals' lives and property. More than three weeks passed without any answer to this. On the 5th April, the Chinese Secretaries of the Legations were sent to the Tsungli Yamen, notifying that body that an answer was expected within two days. On the 7th a note was received, stating that a Decree had been received by them directing the Viceroy of Chihli and the Governor of Shantung to publish Proclamations quoting the Imperial Decree in full, while in that published by the Governor of Shantung, the "Big Knife" Society was specified by name. The publication in the Gazette of the Decree already transmitted to the provinces was "a matter effected by Standing Regulations," and could not therefore be done. The representatives of the Powers waived the publication in the Gazette, but informed the Yamen that they held the Chinese Government responsible for any further results due to non-compliance with their recommendation. In the Peking Gazette of the 14th April, however, was published the Memorial from the Governor-General of Chihli, embodying the Imperial Decree, which thus actually appeared in the Gazette. Moreover, on the 17th April an Imperial Decree appeared in the Gazette, deprecating anti-Christian disturbances, though mentioning no societies by name. Fresh disturbances took place in Chihli, and on the 19th Sir CLAUDE telegraphed that he had interviewed the Yamen on the previous day, when he reminded them of his repeated warnings about not taking adequate measures against the Boxers. The Yamen admitted that they had underrated the seriousness of the movement, but said that the day before an Imperial Decree had been issued, directing certain metropolitan and provincial authorities to adopt stringent measures to suppress the Boxers. This, they believed, would not fail to have the desired effect. On the 20th all eleven foreign representatives at Peking met and agreed that a note should be sent to the Yamen to the effect that the Diplomatic Body requested that all printers, publishers, and disseminators of anti-foreign placards, all aiders and abettors, and all owners of buildings used as Boxers' meeting-places should be arrested, that all guilty of arson, murder, etc., should be executed, and that a Decree to this effect should be issued in Peking and the northern provinces. The Yamen answered, unsatisfactorily, that the measures already in force agreed in the main with those asked by the Powers, and that another Decree was being asked for. Sir CLAUDE himself, as appears from a letter to Lord SALISBURY written on the 21st May, at this time thought the danger of the situation at Peking itself exaggerated; but it turned out, as all now know, that the French Fathers, from whom the rumours came, were right and Sir CLAUDE wrong. On the evening of the 26th May the French Minister informed his colleagues that his information led him to believe that a serious anti-European outbreak was on the point of occurring in Peking. It was determined to ask the Yamen what measures they had taken and also that the terms of the Edict of which they spoke should be communicated. On the 27th Sir CLAUDE interviewed Prince CHING and the Yamen and was "convinced that energetic measures were being taken by the Government against the Boxers. The Ministers decided to wait another twenty-four hours. On the 29th Sir CLAUDE announced to Lord SALISBURY the burning of stations at Yengtai, six miles from Peking, and the interruption of the Tientsin-Peking service; and later in the day that the Ministers had decided to send for guards for the Legations. The Yamen promptly re-

fused permission for the guards to come to Peking, in spite of the fact that the populace was in a very excited state and the troops mutinous. On the 30th the British, French, Russian, and United States Ministers declared to the Yamen that the guards must be brought up immediately, that the number would be small if facilities were granted, but would be increased if they were refused. After a further attempt at delay, permission was given for thirty to each Legation, and on the 31st May the British, American, Italian, Russian, French, and Japanese arrived, no disturbances occurring, although on the previous day when the French and Russians attempted to start the Chinese troops threatened to fire on them, and they were obliged to turn back. The number was not limited to thirty, for Sir CLAUDE MACDONALD states that three officers and seventy-five men, with a machine-gun, made up the British detachment. On the 2nd June Sir CLAUDE telegraphed that murders of Christian converts, and destruction of missionary property were occurring daily, and that he learnt the situation at the Palace was very strained, the EMPRESS DOWAGER not daring to put down the Boxers, although wishing to do so, on account of the support given them by Prince T'UAN and other conservative Manchus, and also because of their numbers. Later on the same day he telegraphed that the French Minister had learnt on good authority that the EMPRESS DOWAGER was preparing to fly to Shan-fu, owing to hostile demonstrations against her by the Boxers. On the 4th Sir CLAUDE reported that the foreigners in Peking might at any moment be besieged, with the railway and telegraph lines cut, and therefore requested Lord SALISBURY to instruct Admiral SEYMOUR to consult with the Commanders of the other foreign squadrons about concerted measures for relief. On the 5th the British Minister called on the Yamen to ask what steps were being taken to punish the murder of Mr. ROBINSON, news of which was received on the previous day. The Yamen stated that the Viceroy was the responsible person, and that they had telegraphed to him to send troops to the spot. They expressed no regret, and during the interview displayed the greatest indifference. Sir CLAUDE, after warning the Yamen that the Chinese Government would be "held responsible for their criminal apathy," demanded an interview with Prince CHING, which was fixed for the next day. Accordingly on the 5th June he saw Prince CHING and the Yamen together, when great regret was expressed for the murder of Messrs. ROBINSON and NORMAN (for it now appeared that both had been killed). Prince CHING did not attempt to defend the Chinese Government and was unable to reassure Sir CLAUDE as to the safety of Peking. He admitted that "the Government was reluctant to deal harshly with the movement, which, owing to its anti-foreign character, was popular." It was clear from the interview that the Yamen wished the Minister to understand that the situation was most serious, and that, owing to the influence of ignorant advisers with the EMPRESS DOWAGER, they were powerless to remedy it. The only resource which the representatives of the Powers could see was to ask for a special audience with the Throne. It was decided, however, on the 6th to wait three days before asking for this, and it does not appear that the request was ultimately made at all.

Next day Sir CLAUDE reported the issue in the Gazette of the Decree ascribing the recent trouble to the admission to the ranks of the converts of bad characters, and declaring that the Boxers and converts alike were the objects of the Throne's sympathy. This Decree admitted that there were bad characters among the Boxers, but the general tone, Sir CLAUDE writes, was most unsatisfactory. On the 8th he writes that it had produced a very bad effect, and he received on that day a telegram from H. M. Consul at Tientsin, announcing the presence of Boxers near Yangtsun. On the 11th he reported the burning of the summer Legation, an assault on the Secretary of the Belgian Legation by Chinese soldiers in Legation Street, and an attack on some student interpreters by Boxers, from whom they only escaped by using firearms. This telegram he despatched by the Kiachta route, as communication with Tientsin was now interrupted. Admiral SEYMOUR was believed to be at Langfang. On the 12th Sir CLAUDE sent a pressing message, asking that the relief party should be informed that the mutinous Kansu soldiers were in possession of the Peking railway terminus and might offer some resistance. The Government of China, he added, seemed powerless, and he trusted the Admirals would not hesitate to deplete their ships for the relief of Peking. On the 14th he reported the murder of the Japanese Secretary of Legation by Tartar cavalry on the previous day. Here the story abruptly breaks off, and the Legations were cut off from the outside world and their fate plunged in that great obscurity from which they have at length emerged on the capture of Peking on the 15th of last month.

The English Mail of the 4th August was delivered in London on the 2nd inst.

No plague cases or deaths were reported in the 24 hours preceding noon yesterday.

Apparently the exemplary sentences inflicted upon persons found guilty of armed robbery at the last Criminal Sessions, have had a beneficial effect, not a single case of armed robbery having been reported to the police since.

We are informed by Messrs. John D. Humphreys & Son, General Managers of Oliver's Freehold Mines, Limited, that they have received the following telegram from the mines giving the result of last month's crushing:— "456 tons of quartz crushed for a yield of 259 ounces retorted gold."

At the Magistracy yesterday the master of a licensed kerosene junk anchored at the kerosene godown on the night of the 30th ult. was charged with allowing fires on board. The Ordinance says that no fires are to be kindled on board a junk containing a cargo of kerosene or any other dangerous goods. In this case joss-sticks were being burned on board, though the timbers were plentifully smeared with oil, many of the tins having been damaged in transit and leaking badly. A fine of \$25 was imposed.

The Eastern Extension, Australasia and China Telegraph Co.'s twin-screw steamer *Shepherd Osborn* arrived in the harbour yesterday at 8 a.m. from Singapore. She is bound for Woosung and will be engaged in repairing the cables in the north. She left Singapore on the 28th December, 1899, to take soundings for the new cable from Fremantle to Mauritius, also to repair the line between Sydney and New Zealand. She arrived again at Singapore on the 15th August last, where she shipped four tanks full of cable, which is as much as she can carry. The vessel was built in 1878 and steams 10 knots. She reels out the cable over a system of rollers and drums at an average rate of six knots an hour, and takes it on board at about 3 1/2 or 4 knots.

Ah Wing, a contractor, residing at 30, Cochran Street, was charged at the Magistracy yesterday, at the instance of Mr. J. Bryan, Assistant Sanitary Surveyor, for doing drainage work without being authorised by the Sanitary Board. His Worship: The Sanitary Board are not very consistent; you told me the last case you had that if a man does his work well, although he is not on the list, you do nothing. Mr. Bryan: It would be rather hard to summon a man if he does it well. His Worship: You do nothing? Mr. Bryan: We don't summon him. We have him up at the office and caution him. In this case the man had absolutely done work which endangered the health of the inmates of the house. He was fined only last June for a similar offence, so that he knew he was doing wrong. A fine of \$30 was imposed.

An interesting point affecting servants was raised at the Magistracy yesterday. Three coolies employed on the hospital ship *Meene* were charged with refusing duty. On Mr. Bryant, the ship-keeper, telling them to go to work they refused, the fact being that they do not consider they get pay enough—\$6 a month, the same as ten years ago—and they acted in this manner so that they might get discharged. His Worship was not satisfied that he could deal with the defendants as domestic servants, seeing that they did not live in a house, and as the *Meene* is not a sea-going ship they could not be classed as seamen and taken before the Harbour Master. Mr. Bryant asked what remedy he had then, in case a coolie refused work, and His Worship replied that he had none unless the coolie was disorderly. The defendant would be discharged.

The idea of the United States, acting as mediator between Europe and China has met with most decided rejection in Berlin, despite the honeyed words accompanying the refusal. Germany insists on adequate redress for Baron von Ketteler's assassination and a guarantee for the permanent re-establishment of orderly conditions in China. Not before this is done will Germany be ready to listen to diplomatic propositions about the *status quo*. The sentiment in the highest German circles is indignation that, instead of practical solidarity by all the Powers, tendency is more and more plain that each is again seeking selfish advantages, irrespective of outraged international rights. The feeling against the United States is especially bitter, the Emperor William having expected that the United States would steadfastly side with him in demanding adequate redress.

"An International Wheat Corner" is the title of a striking article in last month's *Fortnightly* just to hand. Its gist is that as far back as 1896 Russia proposed to America that as they supply nine-tenths of the world's wheat, they should combine and practically corner it. It was argued from St. Petersburg that by buying all available wheat it would be feasible for the two Governments to create an artificial market, wherein their farmers could sell their wheat at a dollar the bushel—double the then price. The combine could cover all expenses by retailing to the world at a dollar and eight cents a bushel. America declined to deal, and the Secretary of the American Department of Agriculture replied: "The relation of supply and demand is the sole regulator of value." According to the *Fortnightly* article Russia still hopes that America will consent. One of the largest dealers in American wheat sums up the idea as "Utopian," and says: "You can't corner a thing when you don't know how much of it there is in the world. Let's try to corner wheat. What happened to Leiter? He came a buster—and so it would be with anyone else."

The owners of the s.s. *Belgian King* have filed a suit against the owners of the *Tellus*, claiming salvage for towing the latter vessel to San Francisco after both vessels had collided, as already reported in these columns.

The following appointments have been made at the Admiralty—Commanders—C. S. Hickley, to the *Barfleur*; J. W. C. M. Nicholson, to the *Aurora*; and J. N. Hill (R.N.R.) to the *Centurion*, additional. Lieutenant—P. S. Litchfield, to the *Terrible* (T.).

The wave of patriotism which has swept over Great Britain has led to the Volunteer force being increased during the past few months by thirty-three companies of artillery, 240 engineers, 49 submarine miners, 1,859 infantry, and 3 medical staff corps—roughly estimated at 25,000.

The French naval experiments with pigeons as despatch-carriers, have just received a notable result. Last month some pigeons released from the ship *Touraine* whilst at sea reached their dovecots at Rennes in nine hours, after flying 324 miles. This is stated by Continental authorities to be a record.

According to the Melbourne Monthly Report of Messrs. Copland, Mackie & Co. for July, the new season's China tea met with a good reception in the sale-room, and almost the whole of one consignment of 10,000 packages was taken up at the sale, at prices which were satisfactory to vendors whilst showing good value to buyers.

The *Nagasaki Press* publishes a statement from Tokyo to the effect that it has been discovered that all the telegrams despatched to and from Peking, through the hands of Yuan Shih-kai, during the siege of the Legations, were concocted by Yuan himself, Li Hung-chang, and San Suon-kwai (i.e. Sheng). Chief Commissioner of the Chinese Railways, either at Shanghai or at Tsinanfo.

Our neighbours of Shanghai may be interested to see that Mr. J. Charles, of Tattersall lottery fame, has been giving an account to the *Times* of Ceylon of how lotteries are run in Australia. In Shanghai considerable indignation has been expressed at the postponement for a month of the draw in the lottery promoted by Mr. Charles. The latter is proceeding to Australia by the Orient mail.

The Belgian Government, in reply last month to the Note of the British Government on the subject of the Spido trial, pointed out that, as a strict observer of the laws, it could not infringe them, however great might be its desire to punish Spido, who had a legal domicile in Belgium and could not be arrested before three days had elapsed. He took advantage of those three days to escape. The Belgian Government, while regretting this incident, maintains that it cannot be held responsible for it.

Fifty thousand subordinate clerks have been appointed to count the population of Great Britain in 1901. On March 31st of next year the census will be taken, when every occupier of a dwelling will be required to fill up a schedule to be called for the next day, stating name, sex, age, occupation, condition—married or single—and birthplace of every person in the house, and whether blind, deaf, dumb, imbecile or lunatic; whether more or less than five rooms constitute the dwelling; and in Wales and Scotland whether any person speaks Welsh or Gaelic only.

It is perhaps to be regretted that no regiment with a strong Pathan element in their ranks should have been sent to China, states the *Indian Pioneer*. Some that have been selected have Pathan Companies, but a class regiment like the 40th might have been given a chance of showing what it could do on service. It is made up almost entirely of trans-frontier tribesmen, and its composition is such that it can never hope to be employed on the North-West Frontier. To whatever part of the borderland it might be sent, there would be some sepoys who would have kinship among the enemy. To keep such a regiment perpetually on garrison duty will mean that in the long run deterioration will set in, and that the native officers and men will lose their soldierly spirit. The 40th have never been blooded yet, the *Pioneer* proceeds to say, though it is certain that in action they would give a good account of themselves. An excellent opportunity offers now for using them in China, and if more troops have to be sent they might well be chosen. It would be the making of the regiment.

Russian newspapers give the following battleships and torpedo boats now under construction at Nikolaieff, the Baltic Shipbuilding Yard, and at Harve, as part of the Naval Programme for the year. The battleship, *Kniaz Potemkin Tavricheski*, building at Nikolaieff, in the Black Sea, will be launched in the autumn. Her displacement is 12,450 tons; her engines, 10,000; her speed, 16 knots; and she will carry four 12 in. and 16 in. guns. A new battleship, the *Kniaz Suvoroff*, is now being laid down at the Baltic Shipbuilding Yard. Her displacement will be 13,000 tons; her two engines will be each 8,150 h.p., and will be supplied by 20 Belleville boilers. Her armament will consist of four 12 in., 12 6 in. and 20 8 in. guns, and a number of machine guns. The *Armour* will extend along her whole length, and will be 10 in. in its thickest part. She will be nearly of the same type as the *Borodino*, *Orel*, and *Imperator Alexander III*, the last of which is building at the same yard. The three deep-sea t.b.'s *Orel*, *Kephai*, and *Losos*, building for the Russian Navy at the Forges at Chantiers de la Mediterranee, Harve, are almost precisely of the same type as the French t.b.'s. They are each of 312 tons. One will be launched this month and the others later.

The new Siamese telegraph line down the Malay Peninsula, which almost establishes direct communication between Bangkok and Singapore, has not yet been opened to the public on account of differences as to the tariffs on the branch line to Penang. Negotiations for a settlement are being conducted through the British Chargé d'Affaires at Bangkok.

At the Singapore Municipal Council a number gave notice that at the next meeting he would raise the question as to whether, in the event of a committee proving that they have raised sufficient funds for the building of a theatre, the Commissioners are prepared to lease at a nominal rent sufficient area for the purpose at the Coleman Street end of the recently purchased Esplanade property.

The *Straits Times* of Thursday last says:—There are in port to-day about ten coal-laden steamers with cargoes for this port, viz: three from India with about 7,500 tons of Bengal coal; one from Sadong with about 1,500 tons Bornean; two from Australia with about 5,000 tons of Australian coal, and four from Japan with about 12,000 tons of Japanese coal, making a total of from 25,000 to 26,000 tons. Several vessels are daily expected from Japan, India, and Australia.

The *N.O. Daily News* publishes the following "Matrilineal in C Major" (after the Immortal Bard) with references to the postponed illuminations at Shanghai last week:—

Take, oh take those lamps away.
All rejoicings are forewarned.
And those poles which flourish the day,
Take them down to-morrow morn!
But our fears we'll hug again,
Once again.
Welcome woe, since mirth is vain.
Very vain.

Mr. John Gardiner Austin, C. M. G., whose death at Hove, Brighton, at the age of eighty-eight has just been announced, was Colonial Secretary of Hongkong from 1865 to 1876, when he retired, performing also the duties of Treasurer from 1871 onwards. He was in 1875 Administrator of the Government of Hongkong and was nominated a C. M. G. while he held that office. Mr. Austin's colonial service commenced in 1849, when he was appointed acting stipendiary in British Guiana.

During the last trip of the transport *Hancock* from Manila to San Francisco, and when just outside the former port, three private soldiers jumped overboard within a few days of each other. Private J. Gavin took the lead, and three days afterwards Joseph Sullivan followed choosing a dark night for his rash act. Five days later George Morse took his leap into the foam, but in consequence of the promptitude of the ship's officers and crew, who manned a boat, he was rescued. The other rank, notwithstanding the throwing of "flare buoys" and every other available means used to save them.

The German residents of Brisbane were quite demonstrative when the first vessel of the North German Lloyd Company, the *Muenchen*, arrived on her first voyage from the Far East to that port. Her regular trip will be from Sydney to Brisbane, Rockhampton, Herbertsbohe, Stephensport, Ponape, Saigon, and Hongkong. Her companion steamer, the *Stettin*, slightly varies this route, starting from Singapore and making her voyage via Batavia, Macassar, Berhulien, Stephensport, Herbertsbohe, Rockhampton, Brisbane, and Sydney. The voyage is expected to take 35 days each way, the steamers remaining six days at each terminal port. The steamer *Dresden* will be the third vessel employed in this trade.

English newspapers are discussing what Lord Roberts' reward will be when he finishes his work in South Africa and goes home. One opinion is that he is much too poor to be a duke, and that Parliament will not venture to vote him money enough to support the dignity of that rank, but that he will be made an earl and given a hundred thousand pounds and the blue ribbon of the Garter. No British General since Wellington has been made a Knight of the Garter. That honour constitutes a degree of greatness too sublime, ordinarily, to be achieved except by supreme discrimination in being born. About twenty first-class British peers and five members of the royal family are Knights of the Garter, all the other members being kings.

The growth in the trade of Ceylon has been considerable of late years, and the reports just issued show a much larger increase this last financial year, than perhaps in any other former year. In 1895, the total imports amounted to \$76,543,478; but last year they had increased to \$108,542,220. The increase in the figures for exports, mostly of agricultural produce, exhibits as large an expansion. So continuous has the growth been that the gross customs revenue, which was only \$3,747,064 in 1898, had increased to \$7,101,851 last year—a growth of nearly 100 per cent in 11 years. Shipping at Colombo keeps equal pace. In 1883, the first year in which entering dues were levied there, they amounted only to \$10,845. The total collected under this head last year was \$53,972.

LATEST STEAMER MOVEMENTS.

The N.P. steamer *Victoria* arrived at Tacoma from Hongkong and Japan on the 2nd inst. The N.P. steamer *Mountainville* arrived at Portland (Oregon) from Hongkong and Japan on the 2nd inst. The Glen Line steamer *Glenyle*, from Middlesbrough and London, left Singapore on the 4th inst. and is due here on the 6th inst. The steamer *Hyllen*, from New York for China and Japan, left Singapore for Hongkong on the 5th inst.

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Hongkong, 19th August, 1899. [27]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

W. M. PARLANE,
Manager.
Hongkong, 17th February, 1899. [89]

SCIENTIFIC MISCELLANY.

A LIVELY MOON—OHIO'S PLANTS—GROWTH
UNDER SEAL—ICE-CAVES—A CURIOUS AC-
CIDENT—AN UNREMARKABLE TEST FOR COAL—
A PROMISING BEVERAGE—A NEW MATERIAL
FOR ELECTRIC HEATING—A COLD WEATHER
LIQUID—A LUMINOUS CRAB.

The two tiny moons of Mars—neither more
than 10 or 15 miles in diameter—give our nei-
ghbor planet celestial displays not elsewhere
known in the solar system. These satellites
travel about the planet from west to east, but
Phobos, the nearer, makes a complete revolution
in 7 hours 39 minutes, outstripping the planet
in its rotation in 24 hours 36 minutes, and thus
accomplishing the unique feat of rising in the
west and setting in the east. The slower
Deimos, with a rotation period of 30 hours 15
minutes, rises in the east, like other well
regulated satellites. Phobos is only 3,730 miles
from the surface of Mars, and the two moons,
moving in opposite directions, should appear of
large size, while it—like our moon—they turn
always the same side to the planet, the latter
would seem to them a vast immovable disc
1,000 times larger from Phobos than our moon is
to us. If both moons are in the plane of the
planet's equator, Deimos must be occulted by
Phobos about every ten hours, while transits of the
sun occur every few hours, both satellites frequent-
ly crossing the solar disc together. As Phobos
returns to the same meridian in 11 hours 6
minutes, while the night is 12 hours 18 minutes
long, it may be twice full or new at any place
on the same night, passing through all the
phases for which our moon requires 29½ days.

The present flora of Ohio is found by Prof.
and Mrs. Kellerman to include 2,060 flowering
plants, of which 490, or a little more than 21
per cent., are introduced species. Of these
foreigners, 326 came from Europe, 30 from
Asia, 2 from Africa, 46 from Southern and
Western United States, 21 from Central and
South America, and 5 from unknown sources.
There are 49 woods among the imported plants
and 44 among the natives.

A Belgian method of preserving wood from
decay consists in exhausting the air from its
pores, and filling them with a melted mixture
of two parts of gutta percha and one part of
paraffin.

The growth of plants in air-tight spaces, even
in hermetically sealed flasks, has been a puzzling
problem. A cactus (*Echinopsis multiplex*) has
been shown by Ludwig Rust, a German phar-
macist, that had been growing in a sealed flask for
seven years, and this has been presented the
Berlin Botanical Garden in a thriving condi-
tion. It was at first explained that the plants
derived carbonic acid from the algae that at
times appeared on the sides of the flask. This
explanation becoming insufficient, it has been
decided that the necessary oxygen must be
furnished by the enclosed air, and that the
carbonic acid, required in excess in time, is
supplied by putrefaction in the soil in quantity
sufficient to sustain the life of the plant. To
determine the source of the necessary water
has been most difficult, the final conclusion be-
ing that it is furnished by the decay of cellulose
and animal matter in the soil.

Various causes have been assigned for the ice
found in many caves. A new work by E. S.
Balch shows that the "ice caves," or freezing
caverns, are found only in regions where the win-
ter temperature is below freezing and that winter
cold is sufficient to account for all the observed
phenomena. The thermometer shows that the
temperature of the caverns is relatively constant
throughout the year. They are not colder in
summer than in winter, as is generally believed,
this notion being doubtless due to the fact that
the inside air is colder than that outside in sum-
mer and warmer than the outer air in winter.

Medical experts have convinced a Vienna
jury that a railway accident caused a change of
the heart of the plaintiff from the normal posi-
tion to one lower down in the body where it
could be felt beating as usual. It was testified
that the man might live several years, but that
he would be especially liable to heart failure,
and would find difficulty in doing his work.

German experiments have proved that the
quality of coal cannot be accurately determined
by Röntgen rays, as suggested. Coals having
the same amount of ash gave very different im-
ages, the variations depending upon the pro-
portions of iron instead of the quantity of non-
combustible matter.

Attempts to produce an oxygen water have
proven unsuccessful, according to Dr. Wender,
because oxygen alone does not impart an agree-
able taste. Using both oxygen and carbonic
acid, a Berlin establishment has now produced
a compound water that not only has a pleasant
acid taste but is given high therapeutic value
by the oxygen. It is prepared by impregnating
the water first with carbonic acid at 4 atmos-
pheres, then with oxygen up to 8 atmospheres,
and drawing off at 6 atmospheres. The pro-
duct is clear and refreshing. The cost of

oxygenating is but a fraction of a cent per 100
bottles, and the oxygen is obtained in a com-
pressed state in steel bottles, like carbonic acid.

Electric heat is produced by passing the cur-
rent through some resisting material that is not
readily melted or decomposed. A new resis-
tance, devised by M. Parvillo, consists of 50
parts of nickel powdered and 40 parts of white
clay, the mixture, which contains not more than
6 per cent of water, being brought to the desir-
ed form by a pressure of 2,000 pounds per square
inch. To reduce the resistance at the contact
points, these have the proportion of 80 per cent
of nickel powder and 10 of clay. The great
solidity of the new compound is an important
advantage.

A non-freezing liquid is often needed, as for
brakes of certain kinds for artillery and other
uses. Glycerine and alcohol being somewhat
expensive, a 28 per cent solution of chloride of
calcium is recommended, the cost of this being
slight, while it remains unchanged at 25 deg.
F. below zero, and does not attack metals.

A crab lately dredged from 45 fathoms in
the Indian Ocean, and since placed in the
aquarium at Calcutta, is nearly 2 feet in diam-
eter, with longest claws measuring about a
yard, is so voracious that it devoured fifty other
crustaceans or fishes in two hours, and is
further remarkable for showing brilliant phos-
phorescence.

An institute of oceanography is to be estab-
lished at Berlin. The mixture of the water of
the Baltic and the North Sea in the connecting
canal will be one of its first studies.

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QUEEN'S BUILDINGS,
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THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th June, 1900. [61]

TO LET.

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Servants can be provided if desired.
For Terms, apply—
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Care of Daily Press Office.
Hongkong, 5th September, 1900. [2355]

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WITH IMMEDIATE POSSESSION.
A SPACIOUS ROOM, suitable for an
OFFICE, on N.E. corner of THIRD
FLOOR, PRINCE'S BUILDINGS.
Apply to—
S. J. DAVID & CO.
Hongkong, 10th July, 1900. 1945

TO LET.

A FURNISHED ROOM with Board with
an English Family. House situated on
the higher levels. Suitable for a Young Man.
Apply to—
L.,
Care of Office of this Paper.
Hongkong, 4th September, 1900. [2346]

"THE EXHIB."

AT the PEAK, close to summit; delightfully
cool and healthy.
TO BE LET, FURNISHED.
Immediate possession can be had.
For Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 15th June, 1900. 1757

TO LET OR FOR SALE.

THE VILLA LUCIA, POKFULAM.
For Terms, &c., apply to
D. MUSSO & CO.,
No. 268, Praya West.
Hongkong, 14th August, 1900. [2209]

TO LET.

A SIX-ROOMED HOUSE on PEAK ROAD
nearing completion.
Also
No. 3, RICHMOND TERRACE.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LIMITED.
Hongkong, 3rd September, 1900. [1871]

BOARD and APARTMENTS at Kowloon
for Married or Single.
Apply—
"BERYL,"
Garden Road, Kowloon.
Hongkong, 6th June, 1900. 1674

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FRIESTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2293]

NOW READY.

THE
PROVINCE OF SHANTUNG.
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.
BY M. O.E.
Reprinted from the "HONGKONG DAILY PRESS."
Price, 50 cents Cash. Messrs. Kelly & Walsh
or Daily Press Office.
Hongkong, 5th January, 1900. 88

BUSINESS NOTICES.

房藥即芝廣
KWONG CHI KOON
DISPENSARY.

街欄柴坊省東廣
CHEONG LAN STREET, CANTON

子甲次歲年拾同清大
創開年四拾陸百捌千壹英大

ESTABLISHED 1864.

記為祥吉意如



Trade Mark
KWONG CHI KOON
DISPENSARY.

CHEONG LAN STREET, CANTON.

ESTABLISHED 1864.

油意如 UNRIVALLED U I YAU
"AS YOU WISH OIL."
Prices at \$1.00 per bottle,
" 0.50 per bottle,
" 0.25 per bottle.

散開通 TUNG KWAN SAN, or "Army
Medical Powder," 40 cents per bottle.
散打跌 TIT TA SAN or "Falling and
Bruising" Medical Powder. Price at
50 cents per bottle. Made from the best
selected medicine to be used for the above
Oil and Powder.
散及油造製藥好選揀

KWONG CHI KOON is one of the largest
Native Drug shops in Canton, employing
about 300 men. The Proprietor, Mr. Y. Yau
Ting, is a man of great energy and business
capacity, and is also very benevolent, giving
away thousands of dollars worth of medicine in
charity, usually with an eye to the main ob-
ject. He has many testimonials as to the
efficiency of his medicine from officials, scholars
and business men. Like the Chinese generally
he has great faith in medicine and is desirous of
extending his business to foreign countries,
giving people of western lands the benefit of his
medicine.

He has submitted to me the formulas of some
of his preparations for examination, giving full
explanation as to the medical qualities of the
ingredient. I have found the Tung Kwan San
or Army Medical Powder and the Tit Ta San
or Falling and Bruising Medical Powder com-
posed of Musk, Barova, Sassafras, Rhubarb, two
kinds of gum, with red oxide of mercury and
yellow sulphide of arsenic, animal and vegetable
charcoal, which are known in western pharmacy.
Besides this it contains gold leaf, tigers and
dragons bones, shavings of antelope and rhinoceros
horns, which I have shown him that chemical
science proves to be inert, he proposes to omit
from the medicine prepared for foreign use.

The medicine is to be chiefly used as a ste-
ratoratory, as is put up in small metal bottles by
which it can be injected into the nostrils.
The small amount of oxide of mercury and
sulphide of arsenic will not be dangerous used
in this way.

(Signed) J. G. KERR,
Canton.

Directions are given according to the Chinese
method of using the medicines.
The nature of the oil is very mild, but its
action is exceedingly good, possessing won-
derfully curative effects in both internal and
external diseases. As it is an invaluable medi-
cine it should be kept on hand ready for use by
all persons, whether at home or abroad.

DIRECTIONS.
For external use rub the oil on the temples,
forehead, between the eyebrows, back of the
ears and neck, on the chest and back, on the
abdomen or wherever the pain or soreness is
located. It must be rubbed on for 5 minutes. For
toothache put a little in the tooth on cotton
and rub on the gums. The oil has beneficial
effects in headache, fainting, colds, sore throat,
stomach-ache, colic pains, rheumatism, numb-
ness of the limbs, pain in the back, cramp,
local swelling and inflammations, influenza,
diarrhoea, toothache, pains in the head and con-
vulsions after childbirth, prickly heat, boils,
and mosquito bites.

Internally the dose is five drops in a little
water, and it is to be repeated every two or
three hours, at the same time using it ex-
ternally.

The proprietor of the Kwong Chi Koon
Drug Store of Canton has placed in my hands
for examination a number of his preparations
with the receipt for each.
His "U I YAU" "As you wish Oil" has a
wide circulation and is very much used. It is
composed of aromatic and stimulant herbs and
barks, most of which are well known in our
pharmacopoeia, together with plugging (a costly
kind of camphor) bismuth wort, orris root, with
two or three other less known articles, but none
of the objectionable substances which enter
into many Chinese medicines. It is one of
the combinations which has real merits and
it is not strange that it has attained so wide
a reputation for the relief of maladies for which
it is recommended.

(Signed) Doctor J. G. KERR,
Canton, China.

Any order please apply to—
MESSRS. DARTLY & CO.,
No. 19, Queen's Road Central,
Hongkong.

Who are appointed Sole Agents for the sale
of our Goods.
KWONG CHI KOON.
Hongkong, 5th May 1900. 1572

CHUNG NGOT SAN PO
(Chinese Daily Press).
PUBLISHED DAILY.
is the oldest and still immeasurably the best
medium for Advertising among the
Native Community.
Established for nearly FORTY YEARS
circulates largely throughout Southern China,
Indo-China, etc.
Terms for Advertising (Translations free) can
be obtained at the Office, 9, Praya Central,
Hongkong; or from the different Agents.
Documents translated from or into Classic
or Colloquial Chinese.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CLYDE."
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Go-
down Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.

This vessel brings on Cargo—
From London, ex s.s. *Rome* and *Oriental*.
From Zanzibar, ex s.s. *Canara* and *Kohistan*.
From Persian Gulf, ex s.s. *Kilwa* and *Hogues*.
From Madras, ex s.s. *Elora*.
Optional goods will be landed here unless in-
structions are given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 7th inst. at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 1st September, 1900. [1]

NAVIGAZIONE GENERALE ITALIANA

(FLORIO AND

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	JAVA	Brit. str.	—	G. W. Gordon, L.N.R.	P. & O. S. N. Co.	On or about 7th inst.
LONDON & C. via PORTS OF CALL	PARRAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON via SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwick	BUTTERFIELD & SWIRE	On 18th inst.
LONDON via SUEZ CANAL	ALCINOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 20th inst.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Barr	BUTTERFIELD & SWIRE	Today, at Noon.
BREMEN, via PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	G. Meyer	MELCHERS & CO.	Tomorrow, at Daylight.
MARSEILLES, LONDON, & ANTWERP, v. SPORE, & C.	SADO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 10th inst. at 1 P.M.
MARSEILLES, & C. via PORTS OF CALL	YARBA	Fr. str.	—	Schmitt	MESSAGERIES MARITIMES	On 21st inst. at Daylight.
HAVRE & HAMBURG	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On or about 21st inst.
HAVRE & HAMBURG	SADIA	Ger. str.	—	Brown	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	SEBILIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schuler	CARLOWITZ & CO.	On or about 20th Oct.
NEW YORK via SUEZ CANAL	BAHNSBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 31st Oct.
NEW YORK via SUEZ CANAL	AFRIDI	Brit. str.	—	Hildebrandt	DODWELL & CO. LIMITED	On or about 12th inst.
NEW YORK via SUEZ CANAL	GLNESK	Brit. str.	—	J. S. Cox	SHEWAN, TOMES & CO.	On or about 15th inst.
NEW YORK via SUEZ CANAL	ORWELL	Brit. str.	—	G. A. Lee, R.N.R.	JARDINE, MATHESON & CO.	On or about 25th inst.
NEW YORK via SUEZ CANAL	ASTORIA	Ger. str.	—	Hildebrandt	CARLOWITZ & CO.	On or about 10th Oct.
VICTORIA, B.C. & TACOMA	DUKE OF FIFE	Brit. str.	—	J. S. Cox	DODWELL & CO. LIMITED	On 8th inst.
VANCOUVER, via SHANGHAI, & C.	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th inst.
PORTLAND, OREGON	SKADPSNO	Ger. str.	—	J. Kennedy	T. M. STEVENS & CO.	Quick despatch.
PORTLAND, OREGON, & C.	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 18th inst.
SAN FRANCISCO via SHANGHAI, & C.	CITY OF PEKING	Amr. str.	—	J. Kennedy	PACIFIC MAIL S. S. CO.	Today, at Noon.
SAN FRANCISCO via NAGASAKI, & C.	COPTIC	Brit. str.	—	J. Kennedy	O. & S. S. Co.	On 15th inst. at Daylight.
SAN FRANCISCO via AMOY, & C.	AMERICA MARU	Jap. str.	—	St. John George	BUTTERFIELD & SWIRE	On 25th inst.
SAN DIEGO, & C. via SHANGHAI, & C.	BERGENHUS	Brit. str.	—	Nelson	GIBB, LIVINGSTON & CO.	Today, at 4 P.M.
AUSTRALIAN PORTS	HAILE	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
AUSTRALIAN PORTS	SHINANO MARU	Jap. str.	—	Nelson	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	MUNCHEN	Ger. str.	—	Krobs	MELCHERS & CO.	Quick despatch.
YOKOHAMA, via NAGASAKI, & C.	ROSETTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
NAGASAKI, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
SHANGHAI, KOBÉ & YOKOHAMA	INDUS	Fr. str.	—	Duchateau	MESSAGERIES MARITIMES	On or about 8th inst.
SHANGHAI & KOBÉ	TIENTSIN	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On or about 13th inst.
SHANGHAI	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On or about 15th inst.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	—	Roach	DOUGLAS LARPAK & CO.	Today, at 11 A.M.
SWATOW	THALES	Brit. str.	—	Passmore	DOUGLAS LARPAK & CO.	Tomorrow, at Daylight.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—	H. Nagata	MIYOSU BUNSEN KAISHA	On 10th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	S. Aisani	MIYOSU BUNSEN KAISHA	On 8th inst. at 5 P.M.
MANILA via AMOY	ESMERALDA	Brit. str.	—	G. T. Shirland	SHEWAN, TOMES & CO.	Tomorrow, at 4 P.M.
MANILA	SUKONGKANG	Brit. str.	—	G. T. Shirland	BUTTERFIELD & SWIRE	On 10th inst. at 5 P.M.
MANILA DIRECT	MONMOUTH	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 20th inst. at Noon.
MANILA DIRECT	ESMERALDA	Brit. str.	—	G. T. Shirland	BUTTERFIELD & SWIRE	On 10th inst. at 5 P.M.
MANILA	TAIYUAN	Brit. str.	—	Nelson	DAVID SASSOON, SONS & CO.	On 11th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	J. G. Spence	CARLOWITZ & CO.	Quick despatch.
SINGAPORE, PENANG & BOMBAY	SHAWYO	Ital. str.	—	Magazzini	MELCHERS & CO.	On 13th inst. at Noon.
SANDAKAN	SANDAKAN	Ger. str.	—	Muhle	NIPPON YUSEN KAISHA	
BOMBAY, via SINGAPORE & COLOMBO	HIOSEHIMA MARU	Jap. str.	—	P. Yoshizawa		

SHIPPING.

ARRIVALS.
Sept. 5, SHERARD OSBORNE, British str., 2,000, Dunmull, Singapore 29th August.—E. E. A. & C. T. Co., LTD.
Sept. 5, HANOI, French str., 749, Pannier, Haiphong 3rd September and Hailow 4th, General.—A. R. MARY.
Sept. 5, SADO MARU, Japanese str., 6,222, W. Thompson, Moji 1st September, General.—NIPPON YUSEN KAISHA.
Sept. 5, PRINZ HEINRICH, German str., 3,902, R. Meyer, Yokohama 25th August, General.—MELCHERS & CO.
Sept. 5, HUE, French steamer, 704, Godiman, Haiphong via Pakhoi, Hailow and Kwong-chow-wan 4th September, General.—A. R. MARY.
Sept. 5, NANKIN, British transport, 2,780, C. J. Benton, R.N.R., Weihaiwei 31st August.
Sept. 5, THALES, British str., 820, Passmore, Swatow 4th Sept., General.—DOUGLAS LARPAK & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
5th September.
Tamsui, Amr. str., for Shanghai.
Lokang, British str., for Vladivostok.
Australian, British str., for Kobe.
Haitan, British str., for Swatow.
Richmond Castle, British str., for New York.
Elm Branch, British str., for Kutchinotzu.
Pronchous, British str., for London.
Hailow, British str., for Swatow.
Amoy Maru, Japanese str., for Swatow.
DEPARTURES.
Sept. 4, AZOV, Austrian str., for Kuratsu.
Sept. 5, SCHWALBE, German cruiser, for Amoy.
Sept. 5, GUTHRIE, British str., for Tsingtau.
Sept. 5, ELBE, German str., for Saigun.
Sept. 5, MICHAEL JESSEN, Ger. str., for Moji.
Sept. 5, KWEIYANG, British str., for Amoy.
Sept. 5, MOGUL, British str., for Shanghai.
Sept. 5, MAIDZUMU MARU, Jap. str., for Swatow.
Sept. 5, HAILONG, British str., for Swatow.
Sept. 5, ANPING MARU, Jap. str., for Swatow.
Sept. 5, PROMETHEUS, Brit. str., for London.
Sept. 5, SHERARD OSBORNE, British str., for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCKS.
Kowloon Dock.—U.S.S. Monterey, Argus, Esmeralda, Loungmoon, Olympia, Kong Beng, Canning.
COSMOPOLITAN DOCK.—Stanfield, Nanshan.
SHIPPING REPORTS.
The British transport Nankin, from Weihaiwei 31st August, spoke the steamers Clyde, Formosa and Rosetta, from Hongkong.
The German steamer Hamburg, from Hamburg 25th July and Singapore 31st August, had good weather during the whole voyage; all well on board.
The British steamer Thales, from Swatow 4th Sept., had light S.W. breeze and fine, clear weather. Vessels in Swatow—Telenachus, Szechuen and Tamsui.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
NORWOOD, British ship, Thos. Roy.—Order.
PETER RICKMEYER, German ship, Scholer.—Amhold, Kargus & Co.
AUSTRIAN, British steamer, Helios.—Gibb, Livingston & Co.
LIGHTNING, British str., Spence.—D. Sassoon, Sons & Co.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.
FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, PINSCHAFEN, HERBERTS-HÖHE, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.
Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCLAND, WELLINGTON, GISBORNE, NAPIER, WANGANUI, DUNEDIN and HOBART.
THE Company's Steamship

"MUNCHEN."
Captain Krebs, will be ready to load for the above ports on the 3rd September.
For Freight or Passage, apply to
MELCHERS & CO., Agents.
Hongkong, 1st September, 1900. [2018]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAITAN."
Captain Reich, will be despatched for the above ports TO-DAY, the 6th instant, at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LARPAK & CO., General Managers.
Hongkong, 3rd September, 1900. [2943]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, & C.)
THE Steamship
"AIRLIE."
Captain St. John George, will be despatched for the above ports TO-DAY, the 6th September, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 17th August, 1900. [2935]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"SUNGKIANG."
Captain G. Robinson, will be despatched as above TO-MORROW, the 7th inst., at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd September, 1900. [2943]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship
"MENMUIR."
Captain R. W. Almond, will be despatched as above TO-MORROW, the 7th instant, at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 4th September, 1900. [2952]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"LIGHTNING."
Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 8th inst., at 1 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO., Agents.
Hongkong, 3rd September, 1900. [2921]

OCEAN STEAMSHIP COMPANY.

FOR LONDON via SUEZ CANAL.
THE Company's Steamship
"ALCINOUS."
Captain Fulford, will be despatched as above on TUESDAY, the 2nd October.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th August, 1900. [2778]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)
"EMPEROR OF JAPAN," Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 20th Sept., 1900.
"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900.
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent, Pedder Street.
Hongkong, 30th August, 1900. [9]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 7th Sept., at DAYLIGHT.
HIOSEHIMA MARU	BOMBAY, SINGAPORE and COLOMBO	THURSDAY, 13th Sept., at Noon.
YAWATA MARU	NAGASAKI, KOBÉ and YOKOHAMA	THURSDAY, 20th Sept., at Noon.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 21st Sept., at DAYLIGHT.
SHINANO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	FRIDAY, 28th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, 4th September, 1900. [12]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE) (FREIGHT SERVICE).
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GERMANY, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBILIA	HAVRE & HAMBURG	About 21st Freight and Pass.
SAKONIA	HAVRE & HAMBURG	About 29th Freight.
SERBLA	HAVRE & HAMBURG	About 12th Freight.
KONIGSBERG	HAVRE & HAMBURG	About 20th Freight and Pass.
BAMBERG	HAVRE & HAMBURG	About 31st Freight.

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & CO., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 21st August, 1900. [13]

VESSELS ON THE BERTH

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	{ JAVA G. W. Gordon, L.N.R.	{ About 7th September	Freight or Passage.
SHANGHAI & KOBÉ	{ TIENTSIN F. J. Fox	{ About 18th Sept.	Freight.
LONDON & C.	{ PARRAMATTA A. Symons	{ Noon, 18th Sept.	See Special Advertisement.
SHANGHAI	{ BENGAL S. Barcham	{ About 18th Sept.	Freight or Passage.
YOKOHAMA via NA.	{ ROSETTA C. O. Talbot, R.N.R.	{ About 18th Sept.	(Passing through the Inland Sea). Freight or Passage.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 4th September, 1900. [1]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
DUKE OF FIFE	3,821	J. S. Cox	Sept. 8	MONSIEUR	2,872	J. Kennedy	Oct. 20
OLYMPIA	2,837	J. Truebridge	Sept. 12				
GLENGLE	3,750	W. Frakes	Sept. 15				
QUEEN ADELAIDE	2,832	F. McNair	Sept. 29				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, & C.
Excellent accommodation. First class Table, Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, & C.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The Yellowstone National Park route HONGKONG TO VICTORIA, TACOMA, or PORTLAND, & C.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYLA and St. MICHAEL.

Rates of Passage to other Points on application.
Special rates allowed to members of Government Service.

Through Bills of Lading issued to Pacific Coast Ports and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.
Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED, General Agents.

Hongkong, 5th September, 1900. [10]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KÖNIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PRINZESS IRENE	WEDNESDAY	9th January, 1901.
PREUSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March, 1901.

ON THURSDAY, the 6th day of September, 1900, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain G. Meyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 4th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 5th September, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 5th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 25th August, 1900. [8]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TAIYUAN."
Captain Nelson, will be despatched as above on THURSDAY, the 20th September, at Noon.

VESSELS ON THE BERTH.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SANDAKAN.
Calling at KUDAT if sufficient documents offered.
THE Company's Steamship

"SANDAKAN,"
Captain Muhle, will be ready to load for the above port on the 4th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 1st September, 1900. [2325]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC OCEAN, THERE CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 6, at NOON.

GARICA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 1st September, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 7th August, 1900. [4]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 9th instant, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th September, 1900. [15]

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SOVA, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, ALL MEDITERRANEAN, ALEXANDRIA, LEBANON, AND SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"

Captain Magnani, will be despatched as above on TUESDAY, the 11th inst. at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 5th September, 1900. [7]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATFIDI"

will be despatched for the above port on or about the 12th instant, and will be followed by the Steamship

"MARIA DE LARRINAGA"

on or about the 25th instant.

For Freight, apply to

DODWELL & CO., LD., Agents.

Hongkong, 6th September, 1900. [2054]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwise, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900. [2099]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.

"INDUS,"
Captain Dulauteau, will be despatched for the above port on or about SUNDAY, the 9th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 4th September, 1900. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th September, 1900, at 1 P.M., the Company's Steamship

"YARRA" Capt. Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Bombay.

This Steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted full Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 9th Sept. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 28th August, 1900. [2]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 13, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU, on TUESDAY, the 18th September, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1900. [3]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ORWELL"

will be despatched as above on or about the 25th instant.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 5th September, 1900. [2336]

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Sept. 12, 1900, at DAYLIGHT.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU ON WEDNESDAY, the 12th Sept., 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1900. [5]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT (TAKING CARGO AT LONDON RATES).

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above on THURSDAY, the 20th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1900. [2203]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS" 3,600 Tons, on 25th Sept.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, MOJI, KOBÉ, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1900. [14]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

"PARRAMATTA,"
Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 15th September, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 3rd September, 1900. [1]

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK"

will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship "ANAPA," about 15th October.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 20th August, 1900. [2223]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 19th Sept., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th September, 1900. [1443]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTORIA"

Capt. Hildebrandt, will be despatched for the above port on or about 10th October.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 31st August, 1900. [2317]

HONGKONG STEAMERS.

America Maru, Jap. str., 3,353, Going, Sept. 1.

Toyo Kisen Kaisha

Australian, British str., 3,000, Helms, Aug. 30.

Gibb, Livingston & Co

Bismarck, British str., 1,510, Maganzini, Sept. 3.

Carlovitz & Co

Coptic, British str., 2,744, Binder, Sept. 2.

O. & S. S. Co

Duke of Fife, British str., 3,200, Cox, Sept. 1.

Dodwell & Co, Limited

Elm Branch, British str., 2,005, Hill, Sept. 1.

M. B. Kaisha

Esmeralda, British str., 966, Blackland, Aug. 31.

Shewan, Tomes & Co

Flores, Dutch steamer, 2,828, Ounchand, Sept. 1.

Butterfield & Swire

Hailan, French steamer, 377, Merles, Sept. 3.

A. R. Marty

Haizan, British steamer, 1,138, Ronch, Sept. 4.

Douglas Lapsack & Co

Hamburg, German str., 4,647, Knech, Sept. 4.

Melchers & Co

Hanoi, French steamer, 749, Pannier, Sept. 5.

A. R. Marty

Hermes, Norwegian str., 949, Jansen, Sept. 1.

Jardine

